

















### Vessels Advertised as Loading.

~~The~~ The publication of this issue commenced  
- 1515 -

**The China Mail.**  
HONGKONG, TUESDAY, AUGUST 16, 1898.

**LOCAL AND GENERAL.**

**STEAMERS PASSED RUEZ CANAL.**  
(CURSED THROUGH HERE.)

**OUTWARD BOUND.**—*Ichang*, June 13; *Comynghy*, *Dringmaw*, 21; *Kentich*, *Andalusia*, 28; *Glenoet*, *Barypore*, 3; *Bellona*, 8; *Jerome*, 12; *Niobe*, *Huron*, *Glacier*, 19; *Odessa*, 22; *Durwald*, *Sydney*, *Glacier*, *Ashlon*, *Maria*, *Nyai*, *Nogorod*, 29; *Menelaus*, *Orford*, *Montijo*, *Trieste*, 29; *Rolvners*, *Glacier*, *Orestes*, *Erymanus*, *Adria*, *Alaska*, *August*, 30; *Fornius*, *Monmouthshire*, *Antenor*, *Kronos*, *Lux*, 5; *Murcio*, *Bacchante*, *Qilin*, *Indanava*, 9; *Nolch*, *Platshire*, *Undunod*, 12.

**HOMEWARD BOUND.**—*Pyrrhus*, *Sachsen*, *Yarra*, July 13; *Myrmidon*, *Queen*, *August*, 2; *Fornius*, 10; *Ceylon*, 6; *Afridi*, 8; *Bayera*, 12.

**PASSED ANJER.**

**OUTWARD.**—*June* 24—*British* *Empire* *Cambrian*

York Feb. 17; June 2.—Dutch steamer  
*Lombek*, Capt. Evans, for Batavia, from  
Amsterdam April 23; June 6.—German  
brig *Freia*, Capt. Noddy, for Singapore,  
from Port Elizabeth May 1.  
HOMEWARD:—June 1.—Dutch steamer  
*Princes Amalia*, Capt. Turbier, from  
Batavia June 1, for Amsterdam.

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*Mails.*

The P. & O. Co.'s s. *Sutlej*, with the  
ENGLISH MAIL of 22nd July, left Singa-  
pore on Sunday, the 14th Aug., at 4  
p.m., and may be expected here on or  
about Friday, 19th Aug. This Packet  
brings replies to letters despatched

The **O. P. R. Co.'s s. *Amoy***, from *India*, arrived at Yokohama at 3.30 a.m., on Monday, the 15th Aug., and will leave at 4 p.m. of same day for Kobe, where she is expected to arrive at 3 p.m. on Tuesday, the 16th Aug.

The **Imp. German Mail s. s. *Potsdam***, came from *Germany*, with mails, from Berlin of the 25th July, left Cologne on Friday afternoon, the 12th Aug., and may be expected here on or about Wednesday, the 24th Aug.

The **O. & O. Co.'s s. *Gladis***, with the **American Mail**, left Yokohama on Tuesday, the 22nd Aug., at daylight, and may be expected here on or about Thursday, the 25th Aug.

The **O. & O. s. s. *Atlee***, with mails &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe and Nagasaki, on the 4th Aug.

The **O. & O. Co.'s s. *Doric***, with mails, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 13th Aug.

**Steamers Expected.**

The **B. L. s. *Denmark***, from Antwerp and London, left Singapore for this port on the 11th Aug.

The **P. & O. Co.'s s. s. *Mandla*** left Singapore for this port on the 13th Aug., at 6 a.m.

The **S. S. *Jerome***, from *Middlesex*, *Rotterdam* and *Amoy*, was expected to arrive at Singapore on or about the 3rd August.

The **P. & O. Co.'s s. s. *Verona*** left Bombay for this port on the morning of the 7th Aug.

The **S. S. Co.'s s. s. *Mogel*** sailed from Portugal, for Japan and Hongkong, on the 7th Aug.

The **N. P. Co.'s s. s. *Columbia***, from Tacoma, sailed from Yokohama, for Kobe, Shanghai and Hongkong on Monday, the 6th August.

The **East Asiatic Co.'s s. s. *Ostoya***, from Copenhagen, Gothenburg and Harburg, passed the Canal on the 4th Aug., and may be considered due at Singapore about the 30th Aug.

The Nav. Gen. Italiana s.s. *Bormida* left Bombay for this port on the 18th Aug., and may be expected here on or about the 3rd Sept.

The s.s. *Catherine Apear*, from Calcutta, left Singapore for this port on the afternoon of the 18th Aug.

The N.Y.K.s.s. *Omi Maru* left Kobe, via Nagasaki for this port on Tuesday, the 18th August, at noon, and is expected to arrive here on the 23rd.

The H. A. L. str. *Silena*, from Hamburg left Singapore for this port on the 18th Aug., and may be expected here on or about the 22nd Aug.

The departure of the N. Y. K. *Sado Maru*, Captain Murray, for Nagasaki, &c., is postponed till 4 p.m., to-morrow, the 17th instant.

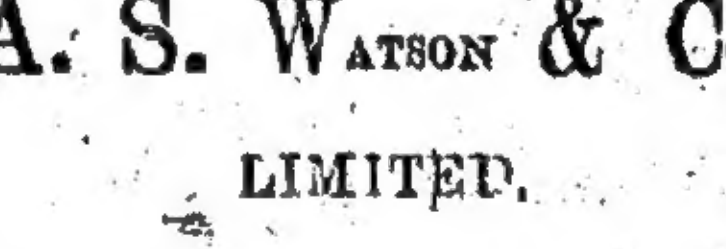
We learn that the cruiser *Powerful* had speeded trial on the run down from Yokohama to Hongkong, and that she averaged for several hours over 23 knots. The *Asagiri Mail* says—The *Powerful's* journey from

Woi-hai-wei shows that she is after all a greyhound. She left Great Britain's latest acquisition on Wednesday, July 27th at 2 a.m., and on the 30th at 10 o'clock arrived at Yokohama. The first trial of speed was on the morning of the 28th, and lasted eight hours, the result being an average of 20.2 knots, to secure which 18,562 horse-power had to be employed. A speed of 20.7 knots for some two hours and a half necessitated an increase to 21,043 h.p.; 10 knots an hour was gleamed for 13½ hours with 15,765 h.p.; and the average speed on the whole journey was 17½ knots. Owing to the intense heat the atmosphere of the engine rooms was almost

[illegible]

before would do the institution any good we would devote a strong and emphatic note to the Hongkong Post Office, whose vagaries are becoming little short of a public scandal. The mail arrived here yesterday absolutely misrouted, and hours elapsed after the *Solent* came into port before the first letter or paper reached its destination in the Settlement. The steamer got up to Woosung before noon, and it is almost impossible to say how long it took her to get there. It was not until nearly six that the delivery commenced, and that at a marvellous rate. In the evening still. If the young gentlemen of the H.P.O., whose duty it is to deliver the mails, were to take their time about it, they could employ in any private office in the world, and neglected their business in the same manner; they would soon get their walking papers; but fortunately for themselves they are in a position where they cannot do so.

There is much to be done, it seems to me, every particular appearance now of us to arrive the day, pass through our lot and not miss them then and then and again.



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**A. S. WATSON & Co., Limited**  
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